

COUNTRY	East Germany	REPORT NO.	
TOPIC	Dresden-Klotzsche Airfield		
	25X1		
EVALUATION		PLACE OBTAINED	
DATE OF CONTENT		25X1	
DATE OBTAINED		ATE PREPARED	22 May 1953
REFERENCES			
PAGES	2	ENCLOSURES (NO. & TYPE)	
REMARKS			

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- 25X1 1. Prior to 20 April 1953, short local flights were made at Dresden-Klotzsche airfield, while after 21 April, aircraft flew in the vicinity of the field. Between 20 and 23 April, air activity was daily performed by nine Yak-11s. The planes started flying at 6:30 a.m., discontinued flying between 8 and 9 a.m. and again flew between 9 a.m. and 2 p.m. After an interval of two hours the planes practiced flying until precisely 7 p.m. About 7:15 p.m. the bus with the German student pilots left the field. On 21 April, there was an easterly wind and [ ] four red flags marked the take off and landing point. No runway was marked at the field. Air activity was performed by light-gray Yak-11s which had a Soviet star [ ] 25X1  
[ ] Another olive drab Yak-11 which was parked in front of the 25X1  
Hansa building was not used for training. [ ] 25X1  
[ ] the plane was repeatedly changed. After air activity the other Yak-11s were parked beside this plane. On two days, when the take-off point was set up in the western section of the field, two Soviet sentries with black-bordered blue epaulets blocked the road which leads from Klotzsche to Raehnitz windmill. At the take-off point there were three radio trucks, two of which were fitted with a rod antenna, about 4 meters high. On 24 and 25 April, no air activity was observed at the field.
2. The student pilots were 20 to 22 years old, tall and made a good impression. They wore leather jackets and helmets, but no grade chevrons. The first two days after their arrival, they frequented the Raehnitz mill restaurant, which probably was off limits later on. During air activity, those student pilots who were not involved in flying were listening to music from the radio trucks. Besides the German personnel, there were about 40 Soviets, including about 10 officers at the take-off point. It was not observed that the German student pilots entered the Hansa building or the Luftkriegsschule. Therefore, it was not believed that these buildings were in connection with the VP.
3. The Hansa building was occupied by about 150 soldiers who wore black-bordered blue epaulets. No activity was observed in the Luftkriegsschule between 20 and 25 April. [ ] the about 300 men with red-bordered black epaulets, who had been observed fighting a fire in the woods opposite the main

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[redacted]

entrance of the Luftkriegsschule, were transferred. There was the usual activity by the driving school. On 24 April, a column of 18 trucks were observed parking in Klotzsche.

- 25X1 [redacted] 4. Between 20 April and 3 May, 3 Po-2s and 10 Yak-11s were still observed at the field. During the last five days there was intensive air activity by the Yak-11 planes. Once a Yak-11 plane made aerobatics and three times 2 or 3 Po-2s flew individually at night. Truck
- 25X1 [redacted] was observed entering and leaving the field.<sup>2</sup>

- 25X1 1. [redacted] Comment. The tenth Yak-11 plane is probably flown by the Soviet flight instructor.
- 25X1 2. [redacted] Comment. Since early April 1953, Dresden-Klotzsche airfield has been occupied by about 9 Yak-11s of the VPL from Bautzen whose airfield is under construction at present. Besides Dresden-Klotzsche airfield is still occupied by an unidentified air force unit and a motor vehicle distribution point of the Twenty-Fourth Air Army to which a driving school is attached.

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